

POSTAL RECEIPTS GROWING LOCALLY

Increase Last Year Recorded
During Eleven Months.

A MILLION-DOLLAR OFFICE Marked Advance Indicates Prosperity of Washington—Figures From Other Cities.

A most accurate thermometer of the prosperity and business growth of a city is the postal receipts of the city postoffice.

This criterion seldom fails to indicate the true condition of the pocketbooks of the city people.

Of course, when the increase or decrease in postal receipts is small, little can be said one way or the other. But where there is a marked change, business men can always tell exactly the state of affairs by the report of the postmaster.

According to this standpoint, then, last year was one of the most prosperous in the history of Washington. Never before have the receipts of the post-office made such gigantic strides upward as in the calendar year 1934.

In every month but one, the receipts during 1934 showed a marked increase over the receipts for the corresponding month in 1933, and in the month in question the receipts were greater than in 1932.

Million-Dollar Office.

The monthly reports in the office of the Third Assistant Postmaster General show that the total receipts from postal sales in the Washington City Post-office for the year 1934 amounted to \$1,001,957.46, placing Washington among the million-dollar offices of the country.

The receipts for the year 1933 amounted to \$916,722.37, thus showing an increase for the year of \$85,235.09, or an average monthly increase of \$7,102.92.

The average monthly receipts for 1934 were \$83,496.46, while the average for 1933 was \$76,385.19. More stamps and postal cards were sold in the month of December than any other month, but this was due, of course, to the large amount of Christmas mail out from Washington.

The receipts during December amounted to \$112,476.70. For the same month a year ago the figures were \$103,120.28, or an increase in favor of the twelfth month of \$9,356.42.

In the month of July the receipts reached the lowest ebb, and registered at \$64,235.32. Even this was better than for the same month in the year before, the figures being \$63,495.69 against \$62,825.82, or a small increase of \$669.87.

The receipts for April, 1934, showed a tremendous increase over those of April, 1933, the figures being \$90,121.42 against \$74,476.09, or an increase of \$15,645.33.

Advances Elsewhere.

Washington was one of the few large cities which showed a persistent increase during every month of the year. Many of the cities showed decreases in some months, particularly Buffalo, N. Y., which is rated as a wealthier office than Washington.

However, there is a splendid increase in the receipts of postoffices all over the country, taken as a whole. The total receipts for the fifty large cities for the calendar year amounted to \$5,788,963.91, as compared with \$5,232,950.22 for the year 1933, an increase of \$556,013.69 for the year.

The figures for the smaller cities throughout the country have not yet been received, but unofficial figures show that they also will report large increases. This will mean that the bulk of postmasters will receive increased salaries when the auditing takes place this spring.

Not Ready to Approve
Universal Transfers

District Commissioners Prefer to Wait
Until After Hearings of Citizens and Companies.

The District Commissioners have declined to approve a bill providing for universal transfer arrangements between the street railway lines in the District.

They explained today to the District Committee of Congress that they are not able to report in favor of this bill, known as H. R. 17,113, without further investigation and a careful consideration and hearings of interested citizens and companies.

They urge favorable action, however, in H. R. 16,549, which was introduced in the first session of the Fifty-seventh Congress, providing for the regulation of the operation of street railways in the District. Section 2 of this bill gives the District Commissioners control of the question of transfer arrangements.

The committee members are violently opposed to the passage of the bill to provide for universal transfers. They claim that in accordance with their charter, general laws, and present practice, they sell six tickets for 25 cents and four coupon tickets for 50 cents, and have certain two-cent transfer arrangements, and that a law as proposed by the pending bill would be a great hardship.

Language in the Making.

Beckwith, noun. A dupe; a glib person; one who may be easily hoodwinked.

Chadwick, verb. To outrageously abuse; to flagrantly victimize; to chadwick a person is to obtain property or credit on the flimsiest security.

Colorado, verb. To create confusion; to keep in a turmoil. Used colloquially of a person whose mind is in a state of confusion. "We had a Colorado of a time."

Penny-packer, noun. A vain, arrogant fellow. An impotent person who pretends to automatic powers, a laughing stock. A male scold.—Houston Chronicle.

Lingering Cold

Withstood Other Treatment, But Quickly Cured by Chamberlain's Cough Remedy.

"Last winter I caught a very severe cold which lingered for weeks," says J. Urquhart, of Zephyr, Ontario. "My cough was very dry and harsh. The local dealer recommended Chamberlain's Cough Remedy and guaranteed that it would cure me. It did. I believe Chamberlain's Cough Remedy to be the best I have ever used. This remedy is for sale by all druggists."

MR. STEVENSON, THIRD, DYING

Suffering From Rheumatism
of the Heart.

GRANDFATHER AT BEDSIDE Boy in Time Would Have Had a Share in Many Millions of Dollars.

CHICAGO, Jan. 23.—Marshall Field, third, is dying at his father's home, 1913 Prairie Avenue. Marshall Field, the grandfather, is constantly at the bedside.

Dr. Alexander Stevenson was with the child all night. Dr. Robert H. Babcock, a consulting physician, said:

"It will be that the case is hopeless, but the boy is very seriously ill. He suffers from rheumatism of the heart, which affects both the lining and the surrounding membranes. He was getting along nicely, but suffered a severe relapse."

Three physicians are in attendance. They administered injections to stimulate the action of the heart, which was beating feebly and irregularly.

STUDIES NATURE AND
DEATH-HEALING GAS

NAPLES, Jan. 23.—In spite of his eighty years, M. Janssen, the eminent French astronomer, has just returned from the ascent of Mount Vesuvius, where he went for the purpose of making observations on volcanic gases.

Just as he arrived at the edge of the crater, a violent explosion took place, and a quantity of huge stones were thrown 150 feet into the air. The falling close to the astronomer, who was standing close to the edge of the crater, while dense masses of poisonous vapors enveloped him.

Nevertheless, he refused to leave his post, and although a second explosion might have proved fatal, M. Janssen completed his observations and took some excellent photographs.

TRUSTEES' SALES.

WALTER B. WILLIAMS & CO., Auctioneers.

Trustees' sale of valuable improved real estate, 445 Fourth Street northeast. By virtue of a deed of trust, duly recorded in the District of Columbia, and at the request of the party secured thereby, the undersigned trustee will sell at public auction, in front of the premises, on SATURDAY, FEBRUARY 4, 1935, at 2:30 o'clock P. M., the following described land and premises, situated in the city of Washington, D. C., to wit: All that lot No. 28, in Thomas W. Smith and James H. Smith's subdivision, known as the "Smith Subdivision," as per plat recorded in the office of the Surveyor of the District of Columbia, in Book 16, folio 30, and the improvements thereon. Terms: One-third cash, balance in two equal payments, payable semi-annually from day of sale, secured by deed of trust upon the property sold, or all cash, at purchaser's option. A deposit of \$200 required at time of sale. All conveyances at purchaser's cost. GEORGE W. E. SLATER, EDWIN R. WATERS, Trustees.

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RAILROADS.

PENNSYLVANIA RAILROAD.

STATION CORNER OF SIXTH AND B STS.

7:55 A. M. daily. PITTSBURGH EXPRESS AND CHICAGO SPECIAL—Tampa, Atlanta, Birmingham, Mobile, Pensacola, and New Orleans.

10:20 A. M. daily. THE PENNSYLVANIA LIMITED—Pullman Sleeping, Dining, Smoking, and Observation Cars from Harrisburg to Philadelphia, Cleveland, Toledo, and Detroit. Buffet Parlor Car to Harrisburg.

10:50 A. M. daily. ST. LOUIS LIMITED—Sleeping, Dining, Smoking, and Observation Cars from Harrisburg to Cincinnati, Indianapolis, and St. Louis. Buffet Parlor Car to Harrisburg.

10:50 A. M. daily. MAIN LINE EXPRESS—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburgh.

3:30 P. M. daily. CHICAGO AND ST. LOUIS EXPRESS—Sleeping and Dining Cars from Harrisburg to Chicago, Cleveland, Toledo, and Detroit. Buffet Parlor Car to Harrisburg.

5:40 P. M. daily. CHICAGO LIMITED—Sleeping, Dining, Smoking, and Observation Cars from Harrisburg to Chicago, Toledo, and Indianapolis.

7:15 P. M. daily. ST. LOUIS EXPRESS—Pullman Sleeping Car Harrisburg to St. Louis and Cincinnati.

7:45 P. M. daily. WESTERN EXPRESS—Pullman Sleeping Car to Pittsburgh and Chicago. Dining Car to Harrisburg.

7:45 P. M. daily. CLEVELAND AND CINCINNATI EXPRESS—Pullman Sleeping Car from Harrisburg to Cleveland and Cincinnati. Dining Car connects for St. Louis.

10:40 P. M. daily. PACIFIC EXPRESS—Pullman Sleeping Car to Pittsburgh. Connects for Toledo.

10:40 P. M. daily. BUFFALO DAY EXPRESS—Through Cafe Car, Parlor Car, and Coaches to Buffalo, via Emporium Junction.

10:40 P. M. daily. BUFFALO NIGHT EXPRESS—Through Cafe Car, Parlor Car, and Coaches to Buffalo, via Emporium Junction.

10:40 P. M. daily. BUFFALO EXPRESS—Pullman Sleeping Car to Buffalo, via Emporium Junction.

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